







Official Journal of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

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CIRCULATION

The *Minne gazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$6 per year charge.

SUBMISSIONS

The *Minne gazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha in Excelsior.

MEMBERSHIPS

Individual	\$ 30	Family	\$ 40
Sustaining	\$ 50	Sponsor	\$ 100

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BOARD OF TRUSTEES

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THANK YOU FOR YOUR GENEROSITY

B. Olson's gift of ICC decisions dates from 1886

-To Richard and Carol Fish and Art Pew for their donations to the Jackson Street Roundhouse Fund.

-To Alliant Techsystems for its donation to the General Fund.

-To T. Ahern, A. Miller, D. Lindgren, J. Ozobko, D. Phillip, the Valley Motel for their donations to the Railroad Fund.

To Alliant Techsystems, James Otto, Thomas Beaumont, Earl Anderson, George Isaacs, William J. Olsen, John Prestholdt, Harlene Swenson, Charles McCarthy and Florence Ricketts and Louis Hoffman and Corbin Kidder for their donations to the Traction Fund.

To Virgil Behounek, the Neilson Foundation, the Model T Fund, Gordon Amundson, Ed Mahoney, General Mills, Harold Van Every, James Beardsley, John Titterington, Carol Hunter, Margaret Davis, Darel Leipold, Walter McCarthy, Bill Fox, Evelyn Moyle, Friends of the Minneapolis Institute of Arts, and Anchor Bank of Wayzata for their donations to the Steamboat Fund.

BOARD OF TRUSTEES

September 1998

-The Board approved plans for the restoration of the former Great Northern office car #A-22 to its original 1905 specifications and appearance. The car, which is owned by the Mid-Continent Railway Museum, North Freedom, WI. MTM will restore the car at its expense and exhibit it for a period of five years. Thereafter, the car will be shared with Mid Continent on succeeding 5 year intervals. The car was assigned to Louis Hill, son of James J. Hill. The Hill family is providing a portion of the restoration funding.

-The deadline for Board candidate filings was extended an additional 60 days to Nov. 17.

CORRECTIONS & NEW INFO

Russ Olson has more on the Northern Pump mystery "critter" on page 27. It's a Mack Model BR. He thinks it wound up at the Lake Superior Railroad Museum in Duluth, after being rescued from the Hyman-Michaels scrap yard.



Above: The Great Northern Willmar roundhouse may be gone, but the turntable survives. It's a near duplicate of the one that used to be at Jackson Street. Aaron Isaacs photo.

Front cover: In 1930, Conductor Mike Curran ends his 52 year career on the Northern Pacific. The location is unknown, although it looks like Staples. Can any reader identify it?

Inside front cover: A trainload of Minneapolis-Moline tractors for Cuba is leaving the factory about 1920. The location is along the Milwaukee Road just south of Lake Street (the watchman's shanty is behind the last car). With a square Belpaire firebox and low number, 0-6-0 #2 clearly doesn't belong to the Milwaukee. It must be an in-plant switcher. Note the two hand thrown double slip switches, a great rarity these days. Both Minnesota Historical Society collection.

LETTER FROM THE CHAIR

-Michael E. Miller

As I write this it's almost time for the annual Board of Trustees election. The five members are elected in alternate years, three of them this year. Here's the problem. For the first time in a long time there aren't enough candidates to fill all three seats. This has caused the Board to postpone the election by 60 days in order to recruit a slate of good candidates. It has also made us start to reexamine how the Board is selected.

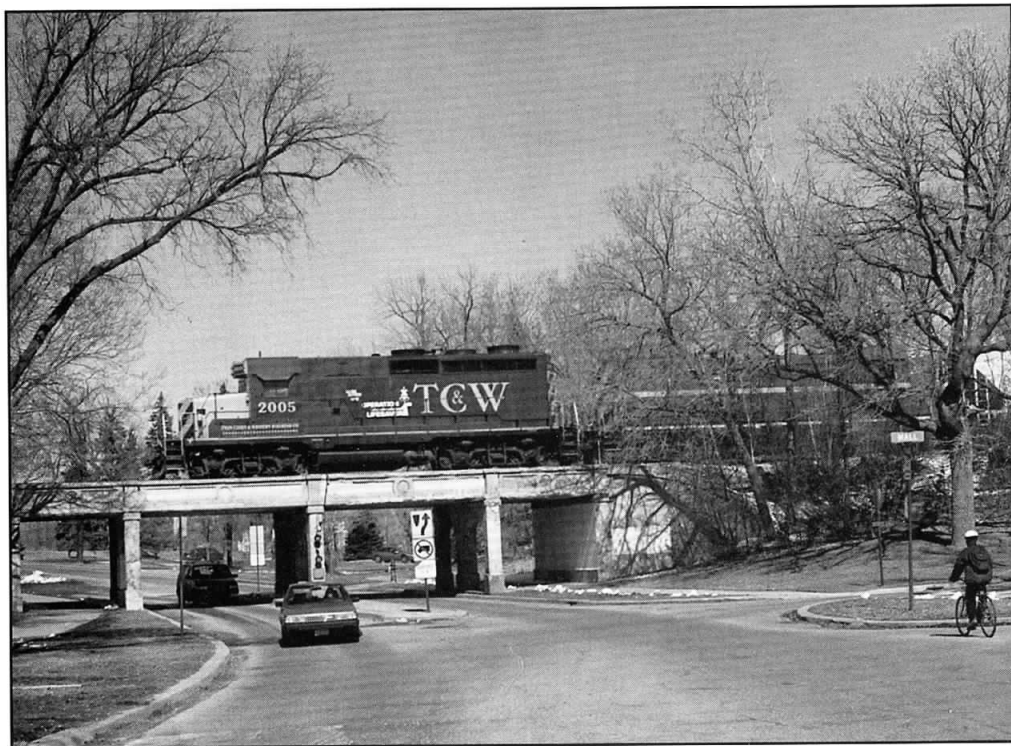
A little history. Prior to about 1988, a slate of Board candidates was chosen by a Nominating Committee composed of respected members. Anyone else could run, but few did. The election was held at the annual meeting. Because you had to show up at the meeting to vote, and fewer than 100 usually did, most members never voted. In order to be more democratic, the Board adopted the present system. Any member can get on the ballot by sending a petition with the names of 30 members to the Election Committee (what's left of the old Nominating Committee. It runs the election.). Then everyone votes by mail ballot. The mail ballot election isn't at issue. The question is how we can find the best candidates to serve on the Board. I believe we should revive the Nominating Committee, in combination with retaining a means for "independent candidates" to be able to run. My experience is that recruitment efforts only work if it's one on one. People respond to a request delivered in person, not to a printed appeal for candidates. And there's no problem in having more candidates run than can get elected as there is ample opportunity in the bylaws to appoint good people to the Board, voting and non-voting.

While we're at it, it might be a good time to review the duties of the Board members. At present, a significant workload falls on the Chair and the Treasurer. The Chair is the Chief Executive Office and is called upon to do all sorts of work without clerical or other staff support. The Treasurer is the Chief Financial Officer, and must handle any money problems that arise. The rest of the Board takes a much less active role. They are meant to be, ideally, reflective of the various interests in the Museum, participating in the policy-making decisions that affect the entire Museum. The Museum is, essentially, a federation of divisions and programs. However, it is the Board of



The 1908 office building of the Duluth Street Railway, located next to the main carhouse at 27th and Superior, survives to this day. Aaron Isaacs photo.

Gone for good are Twin City & Western road freights on the ex-Milwaukee Road 29th Street corridor. The line was cut at Hiawatha on August 31st and trains diverted via the revived Minneapolis & St. Louis through the old Cedar Lake yard. Bill Graham photo.



Trustees which has the final responsibility for keeping these interests in balance and setting the policies that are beneficial to the well-being and growth of the Museum as a whole. We can never afford to take the composition of the Board lightly and constantly need to surface the best people we have. I believe this would be best done through the combination of a

Nominating Committee and an individual petition system, as currently exists. Thoughts? Call me at 927-6960.

On a more pleasant note: **Bonnie Wilson**, Curator of the Minnesota Historical Society, recently gave quite a compliment to the Minnegasette. In a letter to **Aaron Isaacs**, she said it made the best use of photographs of any specialty history publication she had

seen. She also visited the MTM photo archive, which is at Aaron's house, and borrowed a number of photos to copy. The good rapport with MHS was further strengthened when 50 members of their administrative and finance staff took a fall color trip on the Osceola & St. Croix Valley. Maintaining a good relationship with MHS will pay dividends to MTM. It shows we are being recognized for our accomplishments, that we are a mainstream organization with a good reputation. It's an incentive to keep our standards up in every area.

As the operating season ends, I look forward to this winter's Annual Meeting. We had a good time at the James J. Hill House last year. Where should it be this year? Send me your ideas. I'd also like to give out more Lifetime Achievement Awards, because they were so well received last year. Certainly there are quite a few deserving members. Please send me your nominations, and include a description of your nominee's achievements.

TRACTION REPORT

-Louis Hoffman

Donations to date

With the Annual Appeal just underway - please see the insert with the last Minnegazette - we have now received \$6,275 from 14 people, representing nine memberships, and two foundations. General donations have come from **Tim Anderson**, **Roy** and **Pat Harvey** (matched by the US West Foundation), **George** and **Florence Isaacs**, **Russell Olson**, the **Onan Family Foundation**, and **Clyde Stephens**. We have also received the following donations to the Al Jensen Memorial Fund: **Earl and Bettye Anderson**, **Louis Hoffman** and **Becky Hamblin**, **George and Florence Isaacs**, **John and Kathy Prestholdt**. We will plant several trees in the Linden Hills Station area and place an appropriate plaque this fall in Al's memory. And we received a donation from **Bill Olsen** in memory of long-time volunteer **Walt Hotvet**, who died in July. Finally, we received a donation from **Earl and Bettye Anderson** in honor of the 50th wedding anniversary of **George and Florence Isaacs** in July. This donation has been credited to the PCC Fund. This is a good start, but it's not a substitute for your generous donations to the Annual Appeal.

Members Day

The sixth annual Members Day festivities were a great success judging from the feedback we got from our members and, especially, our passengers. But the day got off to an auspicious start. As **George Isaacs** drove up Richfield Road to the carbarn an hour before festivities were to begin, he noticed the overhead drooping onto the tracks. A crew of **Roy Harvey** (we predicted he would be back in the saddle much sooner than his doctors said), **Karl Jones**, and **Jim Vaitkunas** readied the speeder and tower car and had the situation under control in time to start service at 1:00 p.m., only one-half hour late. And just in the nick of time, as crowds of members and non-members awaited the cars.

As usual, there were three-car operations, carefully orchestrated by **Jim Vaitkunas** to ensure that only two cars operated at a time - to keep our power bills under control. #265 and #1300 ran a standard two-car operation with #78, making a rare appearance, running shuttle service from the station to the carbarn. **Karl Jones** rode #1300 continuously to keep an eye on the newly-repaired overhead. At the carbarn, immaculately groomed by the ever-present **Roy Harvey**, PCC experts **John DeWitt**, **Brian Hayes**, and **George Isaacs** showed off #322 to our guests. And there was more, including a lavish spread consisting of cake (donated by **Bill Olsen**), cookies, fruit, chips, and orangeade. At Lake Calhoun, passengers could transfer to TCRT bus #1399, driven by **Fred Beamish** on the run to Hennepin and Lake.

Thanks to **Jim Vaitkunas** for planning another in a series of superb events. And thank you to the rest of the all-star crew of **John Keller**, **John Kennedy** (who oversaw guest operations), **Marv Krafve**, **Harry McPeak**, **Dave Norman**, **Russ Olson**, **Tony Vaitkunas** and **Hilmar Wagner**.

After the storm

The May 30 storm that did so much damage as it cut a swath across south Minneapolis, Highland Park, and Woodbury didn't spare our line. Motorman **Lyndon Benson**, out for an early-morning walk, noticed the snapped pole and numerous downed trees and limbs littering the right-of-way and overhead wire, reporting it to CHSL management. In addition, a large tree had fallen across the overhead just south of the West 42nd Street crossing. A crew of **Bill Graham**, **Roy Harvey**,

Scott Heiderich, **Karl Jones**, **Gerry Olsen**, **John Prestholdt**, **Jim Vaitkunas**, and **Tony Vaitkunas** assembled and had service restored by 4:30 p.m. as far as the William Berry Parkway bridge. Getting service restored to the full length of the line would take longer - Northern States Power had to set a new pole, and its top priority was returning power to the 400,000 residential customers who lost power (your General Superintendent among them). NSP set the pole on June 10 - and we're grateful that they were able to do it that soon. Service all the way to Lake Calhoun resumed mid-afternoon on June 13.

Many volunteers devoted countless hours, some taking time off of work, to get service started and to extend it back to Lake Calhoun. In addition to the May 30 crew, other volunteers included **Tom Beaumont**, **Neil Howes**, **Tim Layeux**, **Mike Miller**, and **Phil Settergren**. And a big thanks to our friends at Northern States Power, especially Underground Construction Supervisor **Robert Matson** and crew members **Doug Lykke** and **Dick Sewell**, who were instrumental in getting the pole set - the key to returning service to Lake Calhoun, and to **George Isaacs** who worked with NSP. And thanks also to our insurance agent **Jeanne Inselman**. With the help of treasurer **Russ Olson** and statistician **John Prestholdt**, Jeanne prepared a claim for loss of income - which was paid in full.

Trolleys in the news

Thoughts of summer are fading quickly as the season comes to an end. But I did want to mention one other mention of our streetcar line in the local media. The June Mpls.-St. Paul magazine, its "Best of Summer" issue, listed us as one of five "Toddler timeouts" along with the Children's Museum and three other top-notch attractions. The WCCO-TV morning news featured us as the answer to the daily Home Town Trivia question, what two lakes are connected by the only running streetcar in the Twin Cities. And there was a short piece in the late August Southwest Journal, which features #1300 prominently in its masthead and graphics. Finally, our friends at the Star Tribune featured us prominently, with a **Bill Graham** photo of #265 boarding at the Linden Hills Station, in the Sunday, August 30 Variety section, atop the 8 Days Out feature. The Star Tribune usually gives us a nice plug with a photo just before Labor Day - a little push for the last week of daily operations.



The curved rear seat of #265 is a favorite of visiting children, especially when running backwards. Eric Hopp photo

We get letters

We got a wonderful note from members **Brian Nofzinger** and **Jane Rauenhorst**, who chartered #265 for their son Adrian's fourth birthday on July 10. It read: "To the MTM volunteers, thanks so much for making Adrian's 4th birthday such a success. We had so much fun riding the trolley and felt so welcomed. We really had fun. This experience will be held fondly in our memories for along time. The work you do is great!"

Company Store

The Como-Harriet Streetcar Line Company Store has a number of discontinued items on sale. To order, send your check, payable to MTM, to CHSL Company Store, MTM, P.O. Box 17240, Nokomis Station, Minneapolis, Minnesota 55417. All prices include shipping and tax. So please, help us clear out our inventory.

- One More Ride videotape (history of Twin Cities streetcars) \$19.00 one left
- Trolley - The Cars That Built Our Cities (videotape) \$19.00 one left
- Veteran and Vintage Transit (guidebook) \$19.00 three left
- Until They Bring The Streetcars Back (novel) \$9.00 one left
- 1997 Steam Passenger Services Directory (guidebook) \$9.00 two left
- Streetcar Man (book, Goodrich

Lowry's biography of Thomas Lowry) \$9.00 one left

- Twin Cities Today (reproduction of 1917 TCRT brochure) \$4.00 one left

General Services Department

In the last Minnegazette, I reported on the sandwich boards being made by Chris Worthington. They're done and are really snazzy. They look like the cover of Twin City Lines - The 1940s and Como-Harriet Story and read "TROLLEY RIDES TODAY." The Lake Harriet sign is placed on the boulevard and is not only visible to all traffic on 42nd Street, but to pedestrians at the Lake. The Lake Calhoun sign is placed at the curb of Richfield Road and is visible to all traffic. Thanks, Chris, for a job well done.

Mechanical Department

On top of the great progress of George Isaacs and his PCC crews, work at the Linden Hills Car barn and Shops is returning to normal after the end of ISTEAF-funded car barn expansion. And in the nick of time, too. On July 27, the problems of operating a fleet of streetcars ranging in age from 83 to 105 were painfully evident. #265 had failed the previous Saturday, just before operations were set to begin for the day. The Sunday crew noted on the inspection report that the controller cut

out. When I prepared the car for service on Monday, I quickly noted that all was not well with #1300. Service was suspended that evening - #265 was not even able to be moved to extricate #78 from the back of the barn. Fortunately, a crew including **George Isaacs, Karl Jones, Gerry Olsen, and Phil Settergren** were set to be down the following morning to check out #265. They looked at #1300 as well, repairing it first, then focusing their talent on #265. As if two disabled cars weren't enough, there were three charters scheduled for that morning, which we were able to run thanks to George, Karl, Gerry, and Phil and their quick work. All in all, we missed only one evening of service, and a Monday night on which ridership is traditionally low.

Motor Bus Department

With encouragement from Metro Transit General Manager **Art Leahy**, we will soon make a proposal to Metro Transit for a new and expanded relationship with the region's transit system for the maintenance, restoration, and operation of our bus fleet. More details in the next Minnegazette. Meanwhile, despite a drastic shortage of drivers, we've had more bus charters than all previous years of bus operations combined. In addition to the usual and some new Museum events, there have

been numerous private charters. Sound good for your group? Please call **Chris and Heather Worthington** at (651) 228-0263 - press 3 and 2 for the charter line. And please remember, we don't have a lot of drivers, so give us plenty of notice and the details of the operation. Better yet - do you have a commercial license? How about volunteering as a driver?

Physical Plant Department

Much of the Physical Plant's activities focused on repairing storm damage. But there was more, primarily ongoing work on the overhead wire. And the plans for this fall and next spring are ambitious: continuing tie replacement in our switches, more work on the overhead wire, repair of the retaining wall behind the car barn and the concrete wall of the maintenance barn, and as much track work as we can find cash and volunteers to accomplish. We need people and money. Can you volunteer for next spring? Fill in your 1999 Traction Division survey, call **Scott Heiderich**, or drop him a note. Or how about a generous donation to the Annual Appeal?

Safety and Training Department

Welcome to the following new crew members: station agents **Carl Barthelemy, Tom Beaumont, Dave French, Mike McWilliams, Linda Severeid**, and returning motorman **Terry Warner**. Many others, including a number of volunteers from the Excelsior area, are at various stages in the process and we hope some will have been certified either at Lake Harriet or Excelsior before season's end. Many Excelsiorites didn't complete training because of delays in the completion and start-up of the Excelsior Streetcar Line.

In addition, **Dave Culver** will assume the vacant position of Assistant Superintendent of Safety and Training, vacated by **John Kennedy's** promotion to Superintendent upon **Karl Jones'** retirement.

Transportation Department

Ridership for 1998 has been a mixed bag. May was strong, June poor on account of the regular rain and storms rumbling across the region, and July just about average. All this despite much poor weather, causing service cancellations and delays and service cancellations because of storm damage. August figures weren't in as this Minnegazette went to press. But we'll have complete details in the next issue. It's clear we won't have a banner year, but, with a nice fall and a successful

Halloween Trolley, we can hope to approach average - it could be our best year in the last six. That, combined with a 25 percent fare increase, bodes well for the bottom line. Here are some statistics, courtesy of **John and Kathy Prestholdt**:

	May	June	July
Passengers	5,732	7,411	10,585
Tokens	3,770	4,836	7,343
Trips	314	410	454
Passengers/trip	17	18.1	22.1
Tokens/trip	12	11.8	16.2
Charter passengers	402	396	547
#78	34	273	0
#265	5,698	3,585	9,845
#1300	0	3,949	1,689

Minnehaha Depot

It's been a good year at the Minnehaha Depot. Through August 6, the Princess had been open on 13 of 14 scheduled days, plus an open house for the Park Board on May 30, with 1,837 visitors and net revenue of \$204. A total of 99 hours were logged by ten volunteers. But 52 of those hours - more than half - were logged by one person, stationmaster **Corbin Kidder**. Please, next year, can you volunteer?

Other good news is that the track in front of the Princess will remain in place - visiting Canadian Pacific business cars and other special trains will still have access to the depot. Canadian Pacific has conveyed the right-of-way in Minnehaha Park to the Park Board. Park staff has no plans to remove the track and wants it to remain because it, and the Princess, are important parts of the park's long history. Unfortunately, the line south of East 50th Street will be removed as part of the reconstruction of Hiawatha Avenue - and the new road will be much closer to the track. But, under the Park Board's master plan for Minnehaha Park, 50th Street will be the park's main entrance, bringing greater visibility to the Princess.

RAILROAD DIVISION REPORT

-Dick Kolter and Erik Brom

The summer of 1998 was a busy one for the railroad division with the two most important events being the steam operation with Steamfest, and the arrival of a new locomotive.

Steamfest

The weekend of July 31 through August 3 was the big weekend for steam at Osceola. A total of three steam locomotives and a special diesel were there. The steam engines included our own NP #328, and newly restored Soo Line #1003 and #2719. The diesel was WC 3026, sporting a Wisconsin map on its long hood in commemoration of the 150th anniversary of Wisconsin Statehood. In addition to the locos, extra coaches and first class cars, including two domes, were on hand.

Saturday marked the first run of #2719 since restoration, being fresh out of the Altoona, WI, roundhouse.

The amount of work involved in planning and executing this event was awesome. It would probably be impossible to total it all up, or thank everyone individually. What we do know is that there were a lot of trains moving, a lot of riders, and a lot of fans.

The weekend got underway Friday with a VIP special to Cedar Bend with #328 and #1003, and a night photo session.

A total of six trips were run on Saturday: First, #328 ran a Cedar Bend Early Bird Special at 0900. Next, #1003 left at 1130 for Marine. Shortly thereafter, #328 left for Dresser. When these two arrived back at Osceola, CP decided to join the party by running a rock train out of Dresser! Once that cleared, #328 ran another Dresser trip and the 3026 ran the next Marine trip. At 6 PM, the #1003 and #2719 coupled up to run a double header to Maple Island. An impressive photo runby was staged in the cut at MP 32. In addition, 3026 and NP 105 assisted with switching duties in the morning.

Things got underway Sunday as #328, pulling seven cars, did the first Marine trip. Not wanting to be left out, WC operated a rock train out of Dresser. Starting the seven cars up the grade to Dresser was a challenge for #328, but skillful engineering made it happen. The grand finale was the triple header to Marine. A photo line formed to capture the consist being readied, and there were fans everywhere for the



Ugly duckling turns into swan. Dick Heine and Nick Modders aboard WC/FRV/C&NW #4156, just another tired looking old geep. Then behold--the engine is transformed into fictional Soo Line #559, gorgeous in maroon and gold. It also received a thorough cleaning inside the hood. Dick Heine and Eric Hopp photos.



whole trip. At Marine, three run bys were staged: first all three engines, then #2719 and #1003, and finally #328 and #2719. The weekend ended with a

special photo session on Monday. Overall it was a very successful weekend. Watch the railfan magazines for coverage.

New locomotive

For a long time the Railroad Division has been interested in obtaining a new (different) locomotive to use as the main source of power on the passenger trains. The engine was to be a unit designed for road, or intercity, work rather than a switch engine like we have used for many years. Through the continuing efforts of Trainmaster **Dick Heine**, a purchase has been finalized and the new unit arrived on the Dresser Sub August 22. It came from the Wisconsin Central and began working immediately.

Although it looks brand new, the unit is actually no stranger to the Dresser Sub and MTM. In recent summers when MTM crews operated WC freight trains, the WC would assign an engine to us and it happens that this particular unit is one of those. It was most recently known as the WC #4159 which was at Osceola most of the summer of 97. When we had used it for freight it was painted in Chicago Northwestern colors, the CNW having been one of its previous owners.

The engine is a GP7 built in 1951 (some historical value there) for the Rock Island and was originally numbered #1223. In 1976 it was

renumbered #4505. At the demise of the Rock Island the CNW got it and numbered it #4159. The WC kept this number when they obtained it. The cost of the unit was \$50,000 and as part of the deal the WC did much of the routine maintenance that was due at this time. Before coming to Osceola the unit was taken to the Wisconsin Southern Shop in Horicon for cleaning and painting. It now sports the colors of the former Soo Line passenger trains. The Soo Line Historical Society had a part in determining the colors. The painting cost \$13,500. It has received the number 559. This follows the convention established with a number of restored diesels. When numbered for something other than its home railroad, it is assigned the next unused number in the sequence for that model. Soo Line GP7s stopped at 558.

Fire

On Thursday August 13, MTM's locomotive #102 suffered major damage to its cab in a fire that began shortly before sunrise. The locomotive was parked near the depot in Dresser. Everything flammable in the cab was destroyed, all of the windows were broken, and much damage was sustained to the electrical equipment.

No official word has been received about the cause of the fire. Investigators from the Polk County Sheriff's Department, the Dresser Fire Department, and the FBI have been looking into the situation. The possibility that the cause was not accidental has not been ruled out.

The museum's insurance company had proposed a settlement of \$20,000. However, estimates to repair the damage were significantly higher than

#102's cab mysteriously burned while parked at Dresser. Eric Hopp photo.



Doesn't this look like a classic Soo local from the 50's? Eric Hopp photo.



With the doors all open and that clean interior, #559 could pass for a demonstrator at a trade show. Dick Heine photo.

that amount. A possible scenario is to take the money, we still would own the engine, and make a static display at Jackson Street by cutting away damaged parts to reveal the inner workings that weren't damaged.

Freight operations

A few months ago it appeared that our freight operations on the Dresser sub were about over. However the plans have changed somewhat, and there still is some log business at Dresser. Thus we have been operating freight trains nearly every Saturday. In recent weeks we have moved many carloads of scrap rail and ties taken from the abandoned Amery line that were loaded at Dresser. Also there have been some hopper cars that we hauled to Dresser for loading at the rock quarry.

Trackage rights

The operation of the trains by the Railroad Division at Osceola is officially done by the Osceola and St. Croix

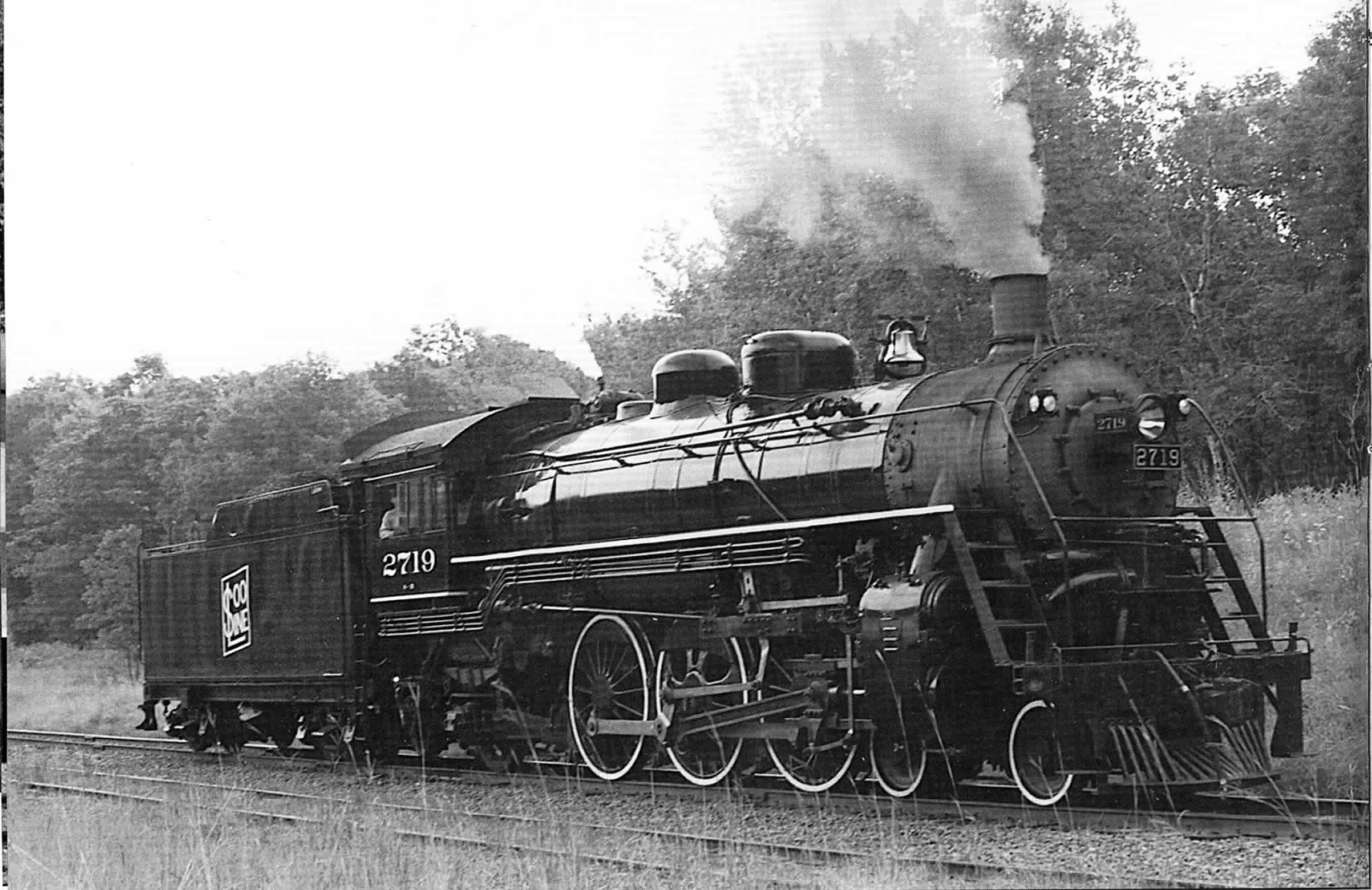
Valley Railway, an entity created solely for this purpose. The OSCV, in order to operate on the Wisconsin Central must have a trackage rights agreement with the WC. The current agreement is in the process of being renewed. Trainmaster Heine reports that discussions with the WC appear to be going very favorably at this time and he hopes to secure another five year agreement very soon.

JACKSON STREET NEWS

-George Bergh and Eric Hopp

Construction continues, including installation of entrance and exit ramps on the east and west sides of the roundhouse. The first phase of ISTE A I construction is nearing completion, hopefully in October. Painters and carpenters are working on the wooden Soo Line car, #1474, and the Rock Island commuter car, #2529. The public opening of the Jackson Street Roundhouse with exhibits is projected for late spring.





Isn't that pretty? Between runbys at Marine, back from the dead #2719 pauses for a classic rods-down portrait.

Plans are being developed by Snow Architects in cooperation with the architectural development committee for proper handling of rain water and sewage generated on the site to meet current public standards. Bidding the project and construction will likely occur in the spring of next year.

The inspection pit in Bay C, Track 18, has been unearthed and excavated under the direction of **Eric Hopp**, with great volunteer assistance. The contractor broke up the concrete cap at the time when preliminary sewer exploration work was performed. Volunteers removed the concrete rubble

and sand fill, with major contribution from **Morgan Christian** and the Michigan front-end loader. Pit walls were found constructed of wood, stone, and concrete. The original pit was identified, as well as two pit extensions, which were installed as the Roundhouse was lengthened. Even a filled-in steam locomotive drop pit could be identified. Many interesting odds and ends were unearthed (glass jars, clay pots, track parts, bricks, bridge timbers, etc.) Unfortunately, no track was found in place in tracks 18, 19, or 20. Engineering studies may be done now for future track installation.

The Barber Greene coal loader has been restored to operation, with a new loading chute constructed by Mike Gamble. Filling the Locomotive #328 tender will become a much easier task.

MTM had an exhibit booth at the Ramsey County Fair this year. **Wanda Sims** initiated the project and **Karl Jones** coordinated the exhibit development and display. An overview of the entire MTM Museum was presented, and

In the midst of Steamfest, the Wisconsin Central rock trains still made appearances. This one is westbound at Osceola. Eric Hopp photo.



If you were to pick the most typical American steam locomotives, it would look something like this. Mid sized Mikados and Pacifics were the norm across the nation, and especially on the Soo Line. Eric Hopp photo.

brochures were handed out. Over twenty volunteers participated. Their work is greatly appreciated.

Thanks to **John Peters** and the volunteers who installed the new ditch lights on Locomotive 105.

Prior to the operating season, the leading truck on Locomotive #328 was rolled out and the wheel bearings were reground. Water had pooled in these bearings and caused some significant rust. Thanks to **Dave Wantz** for coordinating the project, with special thanks to **Bob and Andy McNattin**, and the many other volunteers who made it happen. Another **Dave Wantz** project was the repair of the Locomotive #328 right main wrist pin brass bearing which eliminated the "slap" coming from the main rod crosshead. In addition, Dave machined new bevel gears for the old "camel-back" drill press, thereby bringing another useful machine back into service.

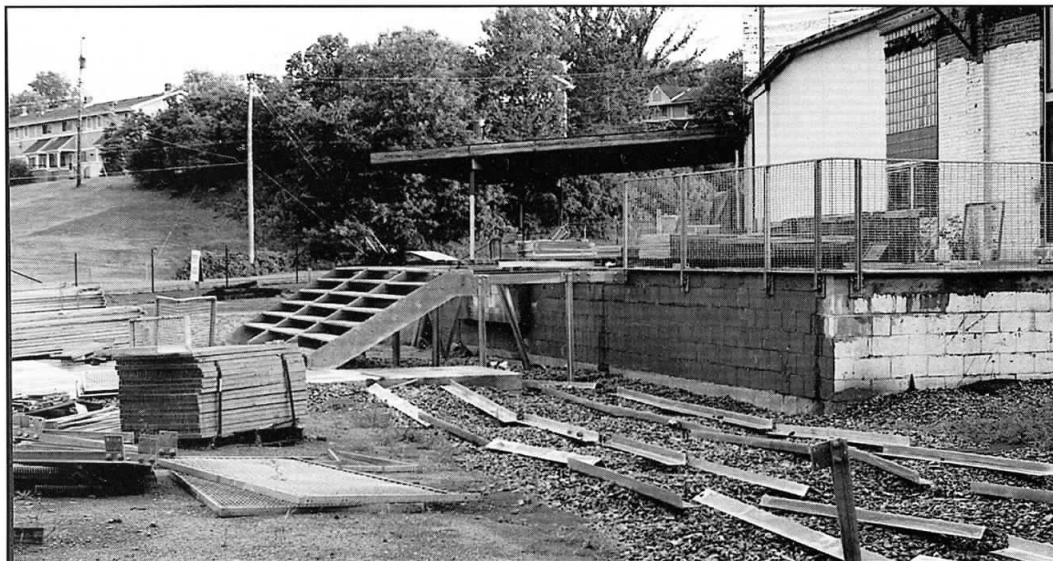
The Exhibits in Bay D are being further developed under the direction of **Noel Petit**. Meetings have occurred weekly through much of the summer as concepts, pictures, and ideas are developed. Thanks to all the helping hands especially **Sharon Hanson, Eric Hopp, Bill Marshall, Dave Ecklund, Morgan Christian, Bob Branchaud, Jim Welton, Les Leonardson and Steve Matesik**. The maintenance of way exhibit is in place with panel track laid, and a single cylinder engine Fairmont gang car on the track.

The organization of the storeroom and equipment continues under the direction of **Richard Kasseth**. Richard also installed windows on the Milwaukee combine. Marv Mahre, when not at Osceola, is at Jackson Street painting and helping with projects. **Larry Schulte** continues to spearhead diesel maintenance and repair. Phil Wellman has worked on many of the active projects. Currently, he is evaluating the Dan Patch Locomotive for potential special event operation (thus far, the only major problem discovered has been a radiator that leaks badly). **Rich Colopoulos** has done some repair work on Locomotive 101. **Steve Collin** performed some window work on the Milwaukee combine as well as general help with projects. Tony Becker helps out daily at the Roundhouse, from keeping the office



There's great train watching on the north side of Jackson Street Roundhouse.

The steps for the visitor entrance under construction in June. Both Eric Hopp photos.

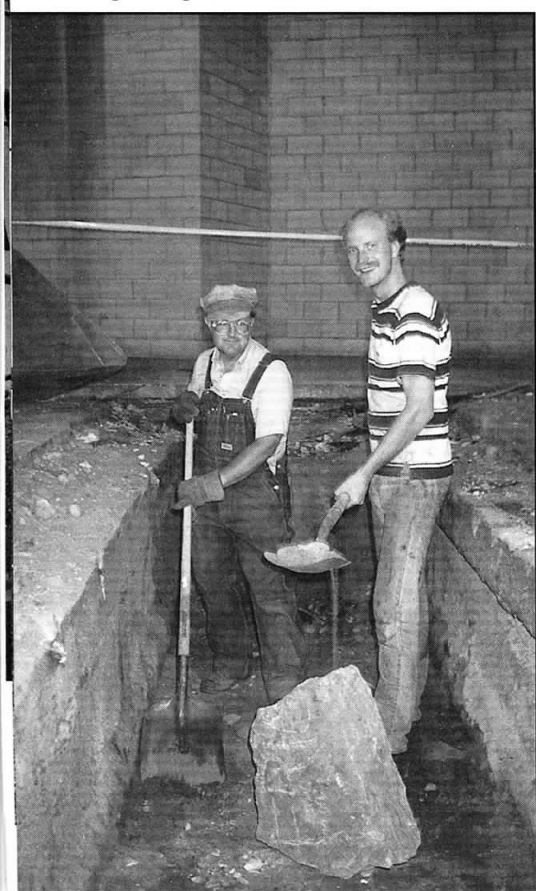




**The triple header roars into Marine.
Rick Heine photo.**

**Way too much power, but ain't it grand? The triple header accelerates through Copas.
Aaron Isaacs photo.**

**It's the pit. Richard Kasseth (left) and Eric Hopp excavate the filled-in pit in track 18.
George Bergh photo.**



clean, to delivering scrap metal for reclaiming.

Chief Mechanical Officer, **Paul Dalleska** has made numerous trips to Osceola as he keeps the operating equipment running. In addition, he continues to ably give advice and direction to the many volunteer projects underway at Jackson Street.

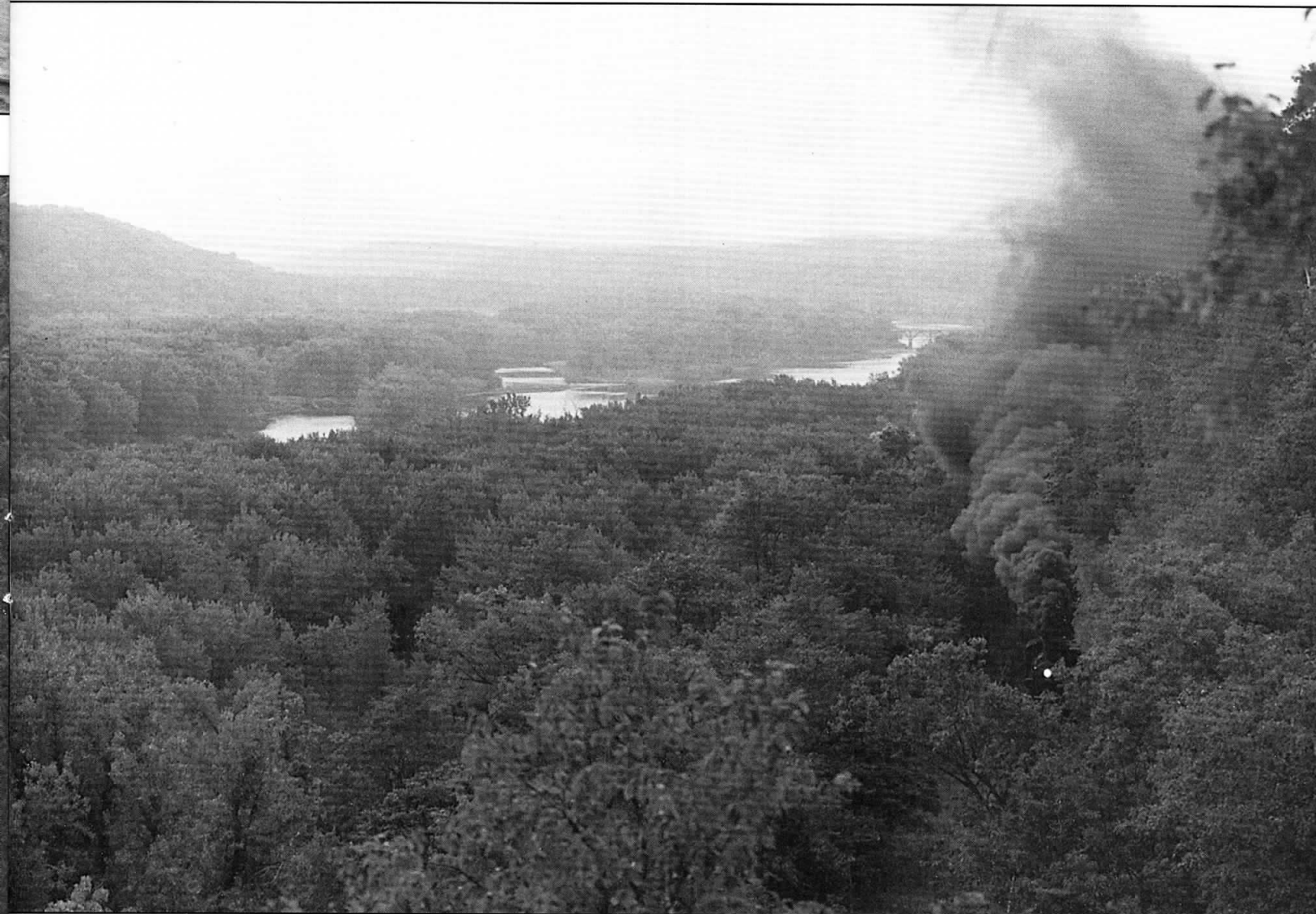
Other equipment news finds the Clark forklift with new longer tines, foam in the front tires (so no more flats), and a repair shop visit for some transmission work. The smaller Hyster forklift truck has had brakes serviced and the lift cylinder repaired. Both will be operating well this fall.

Volunteers are needed for restoration, painting, lettering, repair work, wood and metal work, maintenance work, and exhibit development, docent activity, and a variety of Jackson Street Roundhouse activities. Please call **Noel Petit** for additional information: 330-1061.



Wisconsin Central brought their Wisconsin Sesquicentennial GP40 to Osceola for Steamfest. Both Eric Hopp photo.

The triple header drifts downgrade along the cliffs below Osceola. Aaron Isaacs photo.





Despite all the steam activity, diesel #105 still pulled plenty of trips. This is the open farmland west of Dresser.

EXCELSIOR REPORT

-Bill Graham

Boat operations

Managing Director **Lori Hammond** reports that the season boat ridership reached 19,500 passengers by mid-September, an overall average occupancy of 62%. The Sunday one hour loops were highly popular, selling out most trips. Operations out of Excelsior continued through October 11 with special advertising as "fall color" excursions. Minnehaha has continued to run without problems. Passengers have been plentiful, crews have been happy and the weather has been beautiful. It looks like ridership will top both previous years.

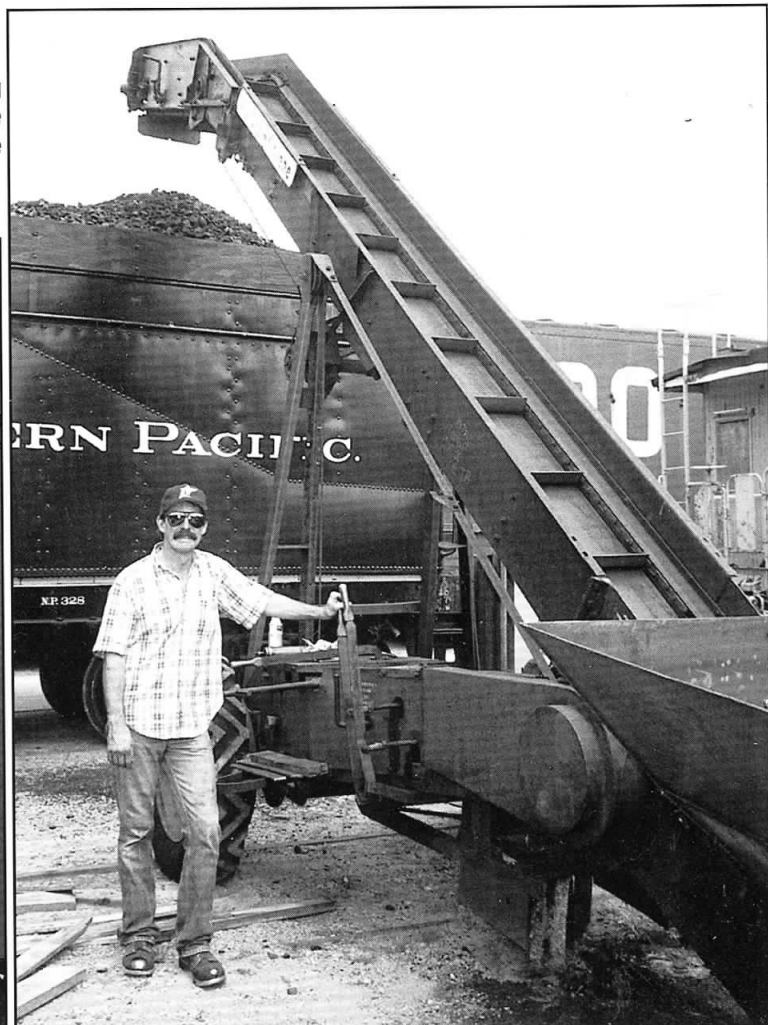
Special thanks go to the Excelsior ticket office volunteers. Without their hundreds of hours spent answering

phones, reserving tickets and solving problems on the spot, the operation of Minnehaha would have been impossible. Volunteers are needed for several winter program planning activities. Next Spring's Annual Lafayette Club Party fund-raiser needs to be planned and staffed. Crew training programs must be planned and put on during the winter. Special events programs always need volunteers. These include the Antique Boat Show, the Spring members picnic, the 4th of July members cruise, Apple Day and J. J. Hill Day festivals, and the annual volunteer party. Please call Lori

Hammond at 474-2115 if you can give some help to preparing these activities.

Acting division chair **Roger Carlson** has convened meetings to deal with writing new by-laws for the division and with raising additional funds to cover unfunded expenses this winter. **Jim Oglund** prepared draft by-laws. **Pam Shepardson** joined the fund-raising committee and has offered many helpful tips on how to prepare a successful appeal. **Chris Dovolis** is **Coaling up #328's tender is a whole lot easier now that Mike Gamble has overhauled the Barber-Greene coal loader.** **George Bergh photo.**

This Reserve Mining shorty caboose is the latest addition to the collection.
Wanda Sims photo.





Minnehaha discharging a typical full summer load at the Excelsior Water Street dock. Aaron Isaacs photos.



chairing the new advertising and promotions committee. This group will explore new ways to spread the word about Minnehaha and to find new ways to develop traffic and build the revenues we need to keep operating.

The Excelsior ticket office will remain open Monday through Friday 10 a.m. to 4:30 p.m. until Christmas. The office also will be open most Saturday mornings during the winter. Souvenir items from all of MTM's divisions will be for sale at the office, and all MTM members are invited to drop in for a visit and a cup of coffee. The office will re-open on February 15 as preparations for the 1999 season get underway.

This winter, volunteers will be needed to conduct the following repairs to the Minnehaha to ready her for Spring operation:

1. Move Minnehaha into the boat storage barn.

2. Repair and paint window sash and window sills.
3. Repair roof canvas and moldings on forward upper deck.
4. Repaint lower deck.
5. Scrape, inspect and paint the hull.
6. Engine and boiler cleaning and inspections.



The walls are up and the roof is on the new Excelsior carbarn. Aaron Isaacs photo.

Please consider spending a Saturday morning each month helping with this work. Coffee and rolls are always on hand, and the company is congenial.

Streetcar construction

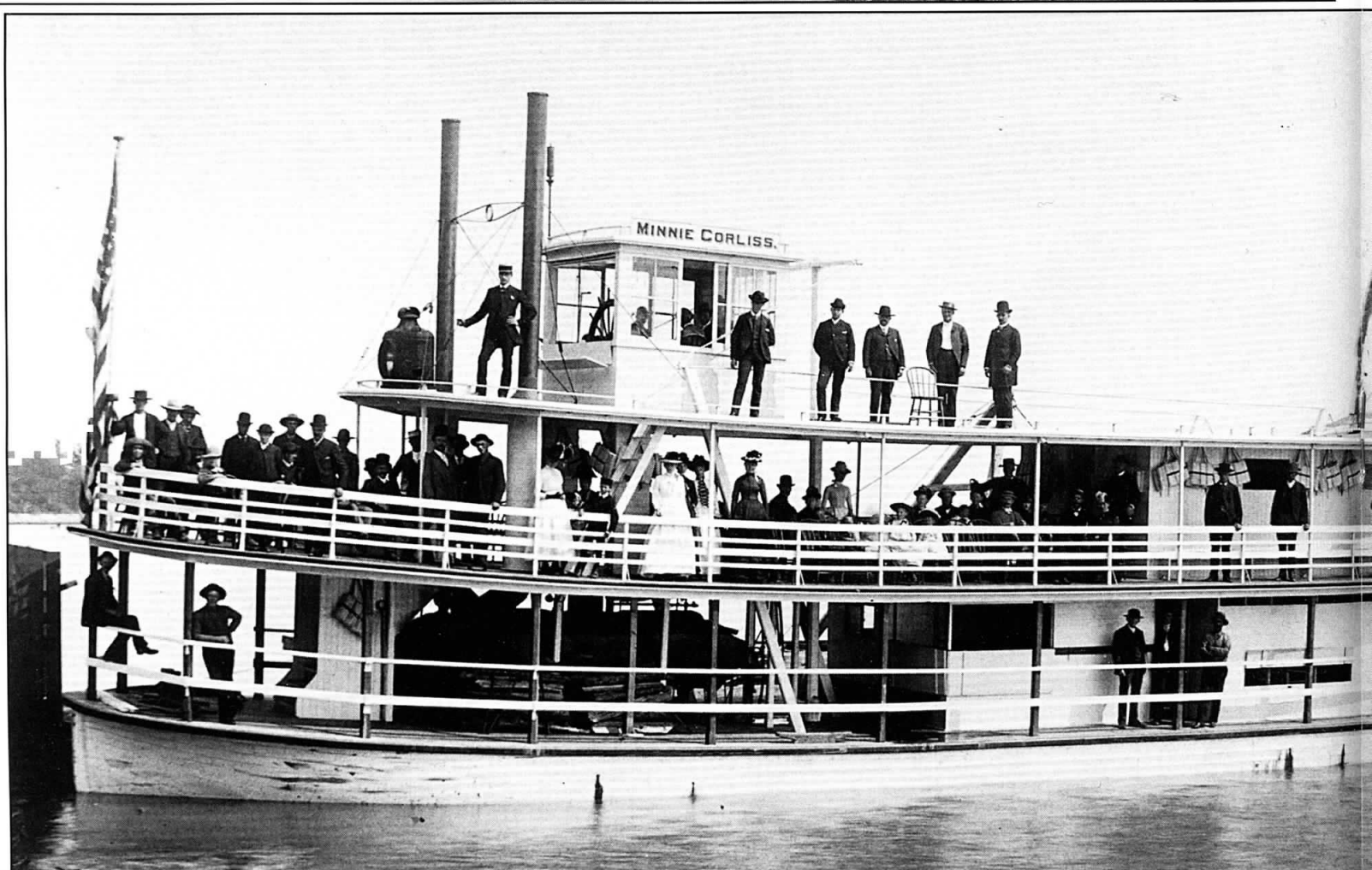
John Anderson installed the plumbing for the lavatory in the new maintenance barn as required by the City of Excelsior. John also saw the placing of foam insulation around the foundations of the lavatory to prevent frozen pipes. He prepared drawings of the installations required by the City and by the contractor.

Don Cox arranged to install an additional apron plank at ground level to prevent erosion of fill under the concrete slab. He made arrangements with the contractor to install a drain trough between the west side of the barn and the mainline track. This will prevent water from puddling and undermining the building as well as the track. The contractor corrected several problems in the installation of the overhead electrification. **Lori Hammond** and **Cliff Brandhorst** met weekly with Hennepin County construction manager **Dave Feltl** and with contractor representatives during the Fall to coordinate construction issues. At press time, it appeared that work on the building would be completed by December 1.

Work to be funded and completed by MTM volunteers will include:

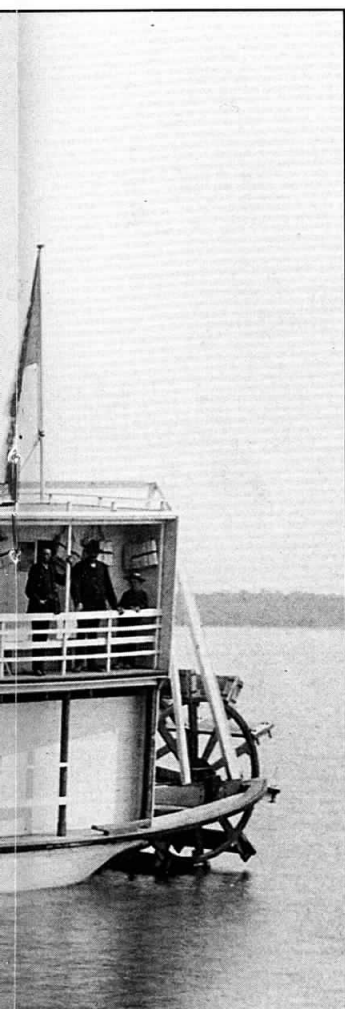
- (1) installation of all interior lighting and wiring
- (2) construction of the lavatory
- (3) construction of a mezzanine as storage space for small parts and artifacts
- (4) installation of a tie retaining wall along about 150 feet of mainline track
- (5) transportation of car #1239 and possibly car #78 to Excelsior by this Fall.

All of these represent additional expenses to MTM for which new funding must be found.



When it comes to boats, the Minnegazette has concentrated on Lake Minnetonka, home of the Minnehaha. There was plenty of other inland navigation in Minnesota however, and we'll try to show you some of it. Here are three lake steamers from long ago.

Top left-This crude and apparently unnamed sternwheeler is at Walker on Leech Lake in 1895. Minneapolis Public Library collection. Bottom left-The Minnie Corliss at Detroit Lakes in 1889. Ryerson photo, Minnesota Historical Society collection. Opposite-On Battle Lake about 1912. Minnesota Historical Society collection.





The Minneapolis newspaper negatives at the Minnesota Historical Society are uncaptioned, so it's always a challenge to identify them. This one from May 1938 appears to show an unlettered EMC SW1 demonstrator visiting town. Where exactly is a mystery. Can any reader help out?

Link and pin couplers maimed many a railroad man who did what this fellow is demonstrating. The photo was found in the files at the Lyon County Court House. It was almost certainly evidence in a personal injury lawsuit on the C&NW at either Marshall or Tracy. Lyon County Historical Society collection.





About 1950, Milwaukee Road L-3 2-8-2 #358 is helping a new Baldwin switcher drag a transfer up the Short Line hill near Victoria Street in St. Paul. Emil Skok photo, MTM collection.

Great Northern switcher #150 is shuffling cars at the St. Paul Union Depot in 1958. It is coupled to RPO #42, which survives today at California State Railroad Museum in Sacramento. MTM collection.





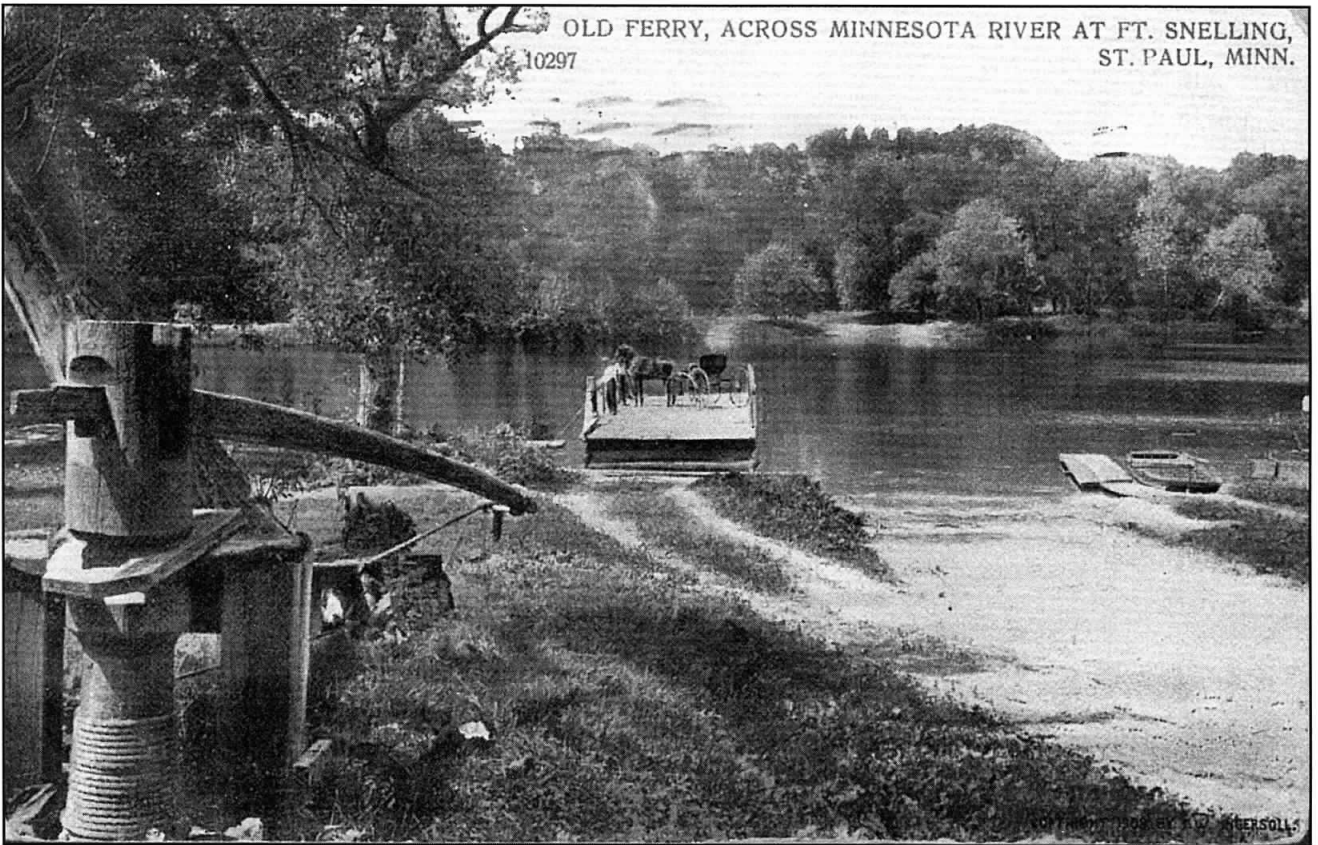
4th of July holiday crowds fill the Great Northern Depot concourse in 1938. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.



Left: In 1941, the first diesel powered freight on the GN's Willmar line passes through Grove City behind new FT's. Meeker County Historical Society collection.

Right: This is how folks crossed the Minnesota River below Fort Snelling before the Mendota Bridge was built. The ferry was pulled across the river by turning the hand powered windlass in the foreground.

Early in its life, the Minnehaha glides up the Excelsior docks. Both MTM collection.





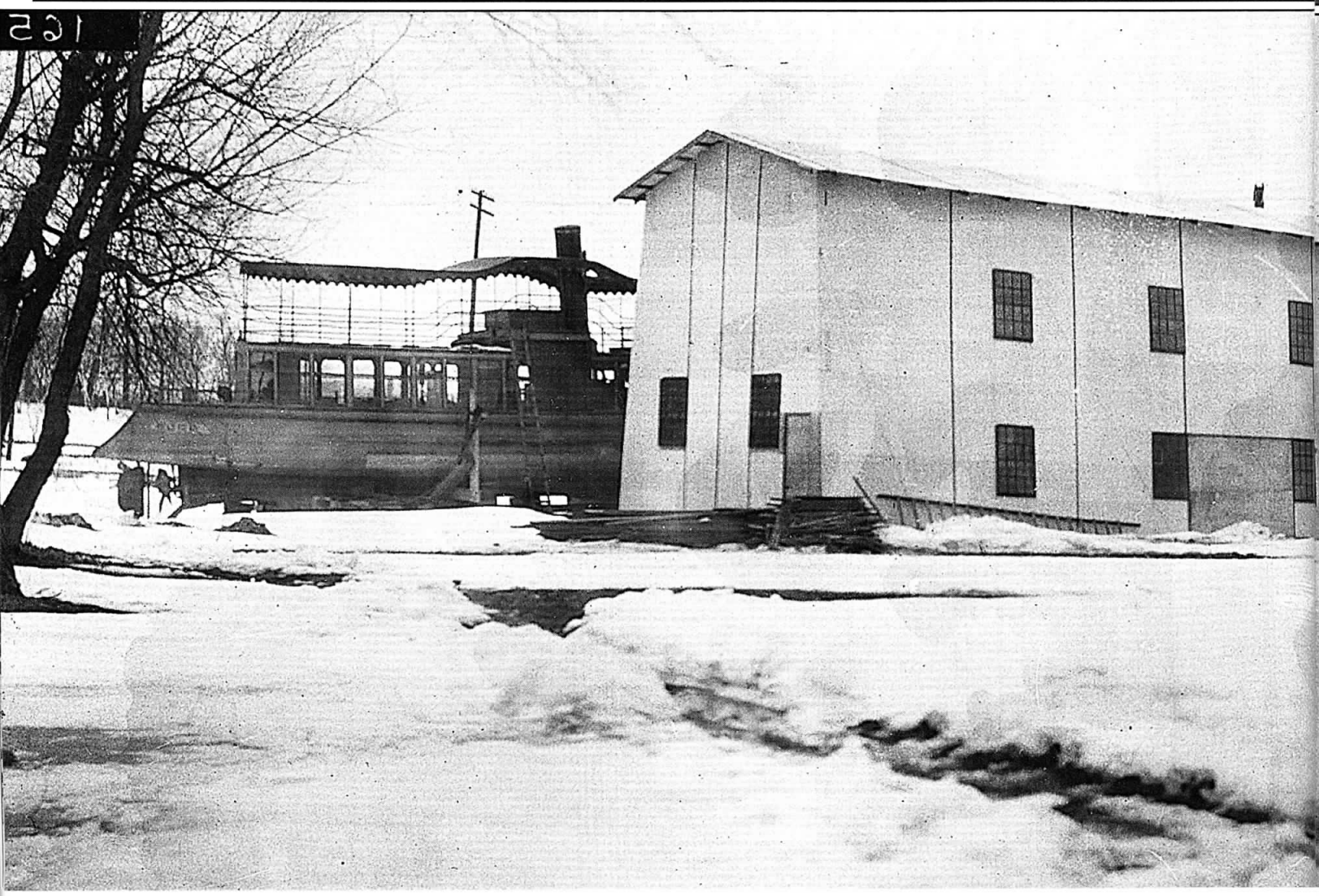


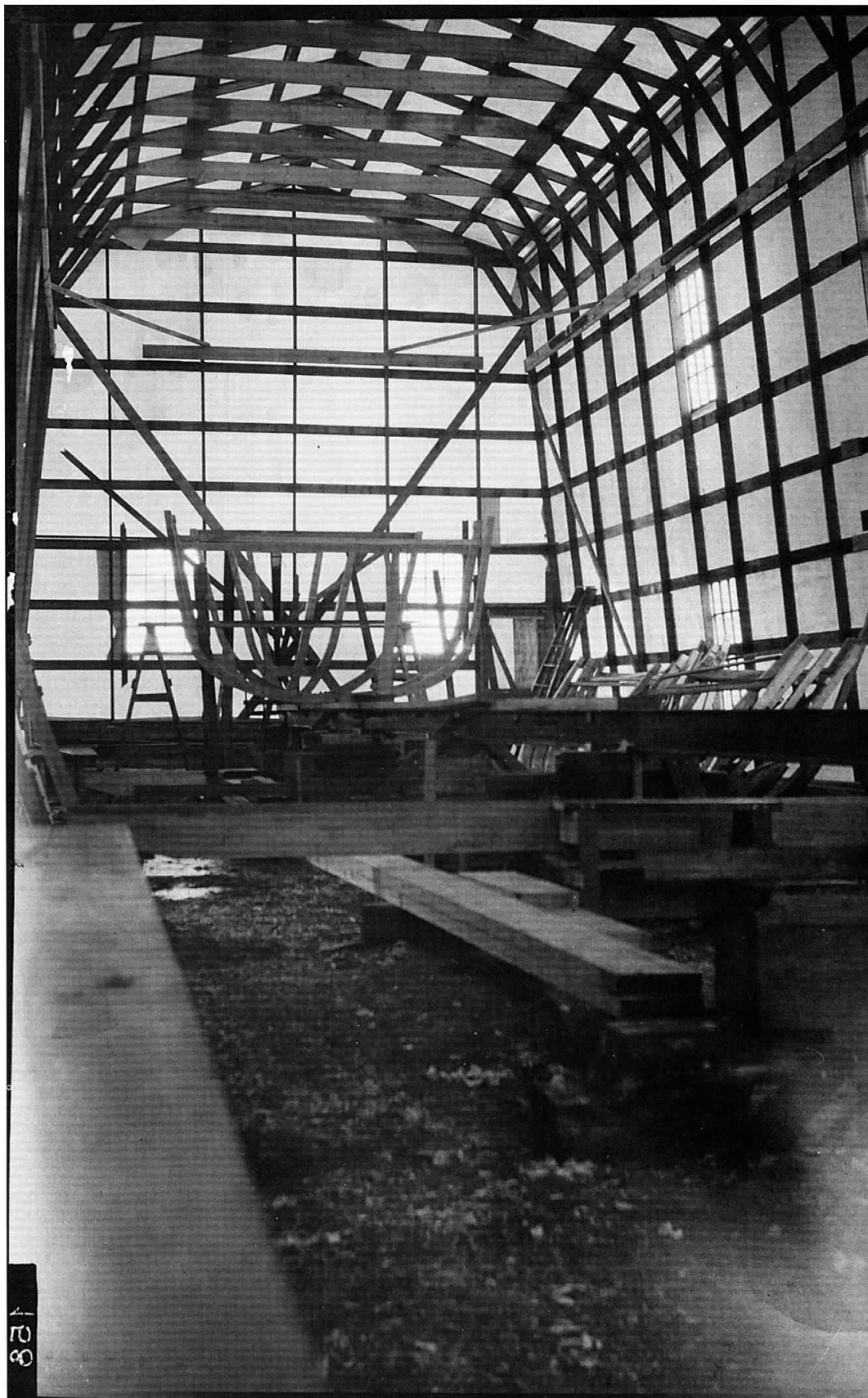
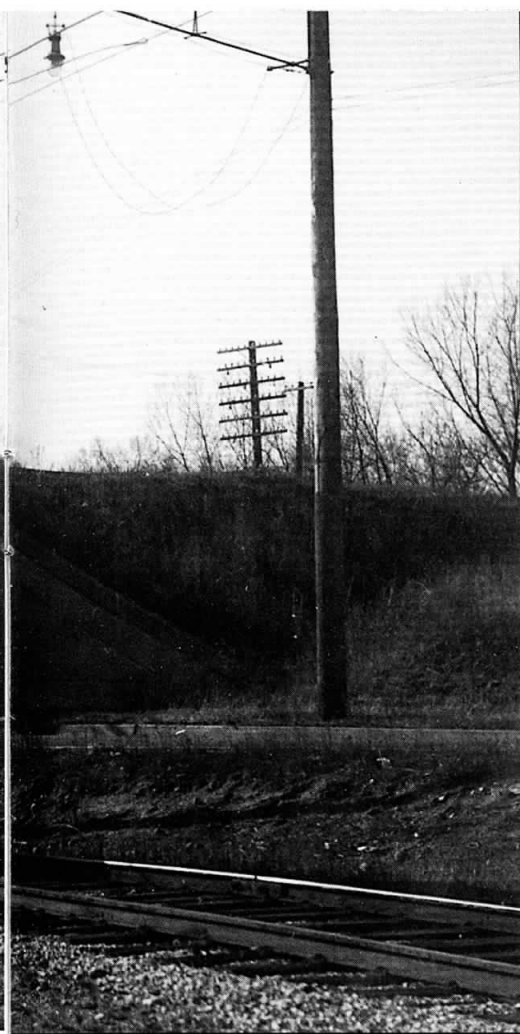
The Omaha's steam powered big hook doesn't have much vertical clearance to work with as it attempts to rerail this wayward boxcar under the Forest Street bridge in east St. Paul in February 1948. The engine is a class M-5 Baldwin 0-8-0, built in 1928. St. Paul Dispatch-Pioneer Press photo, Minnesota Historical Society collection.

Hard labor. That's what these fellows are doing, hefting and sliding newly creosoted ties from the narrow gauge in-plant railroad to standard gauge company gondolas at Northern Pacific's tie plant in Brainerd. Minnesota Historical Society collection.

The newest and biggest steam the Minneapolis & St. Louis ever owned were the 35 mikes and five Pacifics delivered between 1915 and 1921. In June 1934, 4-6-2 #503 passes Cedar Lake yard. 2-8-2 #624 was rebuilt and stream styled in the late '30's. MTM collection.







These photos appeared in *Electric Railways of Minnesota*, but are worth repeating for a new audience. TCRT built a boat building, not unlike the present one, just east of the Excelsior docks. The exterior view shows the Como parked next to it. The interior view shows the beginnings of the Excelsior's hull in late 1914. TCRT photos, MTM collection.

Above left: One of the Minneapolis Anoka & Cuyuna range streetcars rebuilt for Northern Ordnance shuttle service emerges from under the Soo Lines Marshall Street overpass. The trolley wire hangers can still be seen there. Minnesota Historical Society collection.



Well dressed State Fair goers pile aboard for the trip home about 1920. Minneapolis Journal photo, Minnesota Historical Society collection.



Management just hates this. The northbound Como-Harriet car, #1274, was supposed to pass the southbound Hamline-Cherokee car at Rice and University. The switch took it left instead of right with this unfortunate result. It's April 2, 1949. Opposite- Sorting things out after the cars were separated. St. Paul Dispatch-Pioneer Press photo, Minnesota Historical Society collection.



You're looking east on Washington Avenue SE from the pedestrian bridge leading to Coffman Union. At left are two of the World War II temporary buildings that lasted longer than anyone expected. MTM collection.





Above left: Two of Mankato Electric Traction's single truckers meet at Front and Main prior to 1911. MTM collection

The ancestral predecessor of Metro Transit Route 75 between Minneapolis and Mound was operated by Northland Greyhound. It started in the 1920's. Here it is in 1937, under adverse circumstances. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.





We still hear about hobos "riding the rods", but what did that mean? Railroad cars with wooden underframes used under-body truss rods to keep the frame straight. The rods had adjustable turnbuckles that could be tightened as the wood sagged over the years. As these fellows are demonstrating about 1920, riding the rods was a hazardous and rather terrifying way to travel. If you were lucky, you could slide a couple of planks crossways atop the rods and lie on them in relative comfort. As steel cars began to replace wood beginning about 1910, the opportunities to do this gradually decreased. MTM collection.



Inside rear cover: Rail meets river in the 19th century. Above: The Winona & St. Peter shifted freight between Mississippi riverboats and boxcars inside this Winona transloading building. Minneapolis Public Library collection. Below: Here's the same activity on a much smaller scale on the Fargo-Moorhead waterfront in 1886. Standing at the top of a tobaggan slide, the cameraman is on the Moorhead side of the Red River looking north. O. E. Flaten photo, Clay County Historical Society collection.

Rear cover: One of the least photographed lines in the TCRT system was the Cedar Avenue shuttle. A mere one mile in length, it ran on Cedar from 42nd to 50th Street. Opened in 1921, it ran as a through service to downtown until 1929. This photo taken at 42nd Street shows the first one man car in May 1930. Paralleling the Bloomington Avenue line only a quarter mile away, and serving a low density area, the Cedar Shuttle succumbed to the depression in 1933. Minnesota Historical Society collection.







MINNESOTA STREETCAR MUSEUM

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August 2021

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